



Aviation Management Council

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Aviation Management Council Meeting May 6, 2003

Present: Mike Martin (Chair), Tony Kern, Mike Barrowcliff, Bob Galloway Ron Livingston, Barbara Mahaffey, Tory Majors, Mick McCurry, Rick Mills, Asher Williams, Judy Ragain (Secretary).

Introductions. Mike Barrowcliff represented the USFS for Bill Rush of the IRM Committee. Ron Livingston is part of the technology side of the project to find the most cost effective and safest solution to the airtanker program.

USFS Focus on Budget (Tony Kern). Tony asked to be alerted to any items needing attention as the FS focuses on cost effectiveness and efficiency.

Aviation Security (Tony Kern). (See the May 16, 2002 minutes.) Tony will distribute information that has been prepared on aviation security issues.

October 23, 2002 Minutes (Mike Martin). The minutes were approved as read and will be put on the Web at <http://www.oas.gov/hq/director/amc/amc.htm>.

Business Management Oversight Team (Barbara Mahaffey)

- 1. Report of Proposal to the NWCG IRM Working Team for a Formal Relationship with the IRM Committee (Rick Mills).** Rick submitted a written report and noted that the proposal had been approved by the AMC (see October 23, 2002 minutes).
- 2. Presentation of Proposal for a Project Team (IABAT) of Representatives from DOI and USFS Business Aviation Lines To Prepare a Report on Business Collaboration and Shared IT Applications (Rick Mills).** Rick submitted the written proposal. The AMC asked the IRM Committee to email them a charter with a statement of challenges and a discussion of the skills and personnel sought for the Aviation Business Architecture Team (IABAT).

Before tasking the Committee, discussion was held about AMC involvement in the business process. Rick noted that if we are going to have interagency collaboration, it has to be from the business management standpoint. In some regards, the proposal will add time and cost to an IT project (a business system with IT tools or redesigning the business process without looking at the tools). Ron: There is a breakdown between the ARA and FS CWN in inspections; is there work to align these? It's in one of the last items on the handout and will take mission specialists from DOI and USFS to coordinate.

Tony noted concern for the magnitude of work involved: 1—What are you prepared to take on? Are you on the board? No, it would be created from mission specialists. 2—Is the process similar to that already done? Mike: Consider the commonalities and streamline. 3—What type of employee skills would be needed? Do we have anyone to do this? The team would be of business specialists, possibly from NBC and the NWCG project management office, with BLM system coordination office personnel in an advisory role. Tony stated that this is probably overdue but expressed concern that we

have the resources to do this. Rick: If we want something on a smaller scale for a quick success story, look at the aviation inspection process and the use of the Federal Aviation Resource System (FARS) and limit the proposal at this time just to that functional area. Tony: If these are hard and fast requirements and right now we're not doing it, we need to. Mike: Any streamlining in collaboration between the two agencies would be beneficial, especially making it simple for the field personnel, but the concern is that we don't make the effort so complex that it clouds getting the work done. Asher: For the FS, the highest priority is to get the 122s into the AMIS immediately.

3. **Operations Plan FY 2003 Progress Report (Barbara Mahaffey).** The written plan was submitted for approval and included the planned activities for the Acquisition, Finance, and IRM Committees.
 - a. **IRM Committee.** See 1 and 2 above.
 - b. **Acquisition Committee.** No activities were listed. The AMC tasked this committee to investigate quality clauses in contracts. The NASA Web site, FAA, and NTSB have suggested quality clauses.
 - c. **Finance Committee.**
 - i. The Committee will provide support to the IRM Co mmittee for 1 and 2 above.
 - ii. Combining of DOI and USFS forms. Tory reported on the current FS need to enter obligations in the system in a timely manner. The new form's purpose and its place in the total IT project need to be reviewed.
 - iii. Information on OAS processes and reports. The issue is "use" not "availability" of information. Technically, an MO is necessary for every flight. The need exists to identify what makes the most sense to streamline the process. The workload is high.

Aviation Operations Oversight Team (Mick McCurry)

1. **Subcommittee Planned Activities FY 2003.** Mick submitted seven subcommittee plans that had been signed at the last Team meeting, March 13, 2003; he noted that most are on track: Smokejumper Aircraft Screening and Evaluation Board, Interagency Aviation Training and ACE Steering Committee, Interagency Leadplane Operations Committee, Single Engine Airtanker Board, Interagency Helicopter Operations Steering Committee, Automated Flight Following Steering Committee, Interagency Air Tactical Group Supervisor Steering Committee. Most documents were formatted per the AMC design.
2. **Upper Torso Restraint Recommendation for Helicopter Seating.** Mick submitted this written recommendation from the IHOP Steering Committee for a lap belt and single strap shoulder harness for all passenger seats (in all helicopters, not just fire) by January 1, 2006. The requirement would be done through the contract rewrite process. HAI has been alerted that this may be coming this year. The cost is much less than for the double strap: about \$10,000 per type II helicopter. Mick will send Tony a copy of the Gary Johnson report on restraint systems. The ABOD Working Group has agreed to this recommendation; Asher will send it for USFS approval.
3. **Helicopter Passenger Emergency Seating Positions.** Mick submitted this written recommendation from the IHOP SC and noted that it already has been acted on (used in training) but needs to be formalized. A page in the IHOG needs to be changed. The AMC concurs with the recommendation, and Mick will meet with the IHOG SC about the change.
4. **Fire Traffic Area Poster.** Aviation Operations recommended that the AMC approve this poster. Mick distributed a copy to the AMC and noted that it mostly has to do with airtanker guidance on communicating with leadplanes. Tony noted that this is the first step in the discussion of how to handle airspace issues and that it ties in with Homeland Security. DOI aviation managers have agreed with the recommendation. Right now it's posted at all airtanker bases and is in the Airtanker Base Operations Guide. It could branch out to anything to do with fire. The AMC approved its use.

5. **Airspace Guide.** BLM has it for review. Mick will check with Dennis Lamun.
6. **IAT Steering Committee Charter.** The AMC signed this charter today. Mick noted that four USFS personnel are now on the SC. The action plan details the budget requirements. The SC is meeting this week.
7. **Interagency Airtanker Base Operations Guide and the Interagency Smokejumper Pilots Operations Guide.** Aviation Operations has approved these guides and Mick will prepare a letter for AMC signatures to include in them.
8. **Resolve Airtanker Program Direction.** This is an ongoing project.
9. **Combine SAFECOM System.** This is an ongoing project.
10. **Update MOU on Post Incident Carding.** Tony sent this in for signatures.
11. **Continue Development of Automated Flight Following.** This is going well.
12. **Involve Industry in Accident Prevention.** Tony made this presentation to HAI.
13. **Pilot Background Checks.** The pilot section of the airtanker contract is being refined to include background checks for contract pilots.
14. **Discreet Call Sign.** Mick announced that DOI is asking for a discreet call sign for its fleet pilots that will make a big difference when operating in the U.S., Canada, Mexico, and South America. He'll share the process with the USFS.
15. **USFS Members.** Asher will submit USFS member changes.
16. **National Aerial Firefight Academy.** This group will meet as an Aviation Operations steering committee. A charter may have existed; Judy will search the AMC files. One will have to be developed if it can't be found.

Interagency Airtanker Board (Tony Kern). Tony stated that the IAB functions are being expanded and he will ask Ron to review contracting and airworthiness issues. The IAB formal support mechanism will be on the next AMC agenda with input from the IAB.

FFAST v. STAT (Mike Martin). Mike has received the FFAST charter for OAS signature; it's signed every year. Mick reported discussing FFAST with John Gould, Dave Dash, and Asher and concluded that this is a national group whose objective is to coordinate field safety. They are report writers and do not fix aviation issues; if aviation technical people were on FFAST, it would take away from STAT. Tony would like to have someone from FFAST at the AMC meeting to answer questions about territorial issues. The AMC asked the Aviation Operations Oversight Team to meet with FFAST for next year concerning the charter and to omit OAS as a signer.

Hazmat (Bob Galloway). OAS Safety will email the OAS and USFS leadership and DOI bureaus this afternoon with the four attachments listed below. Following the email, Safety will post these on the Web and will issue a mass mailing to vendors only. The cache will have 10,000 by mid June. The AMC applauded this accomplishment.

1. A multipage question and answer sheet
2. The new hazmat handbook
3. The hazmat exemption
4. A how-to guide by DOI

Next Meeting: July 29, 2003, 8:30 a.m., OAS Headquarters, 300 E. Mallard, Suite 200, Boise, Idaho.